

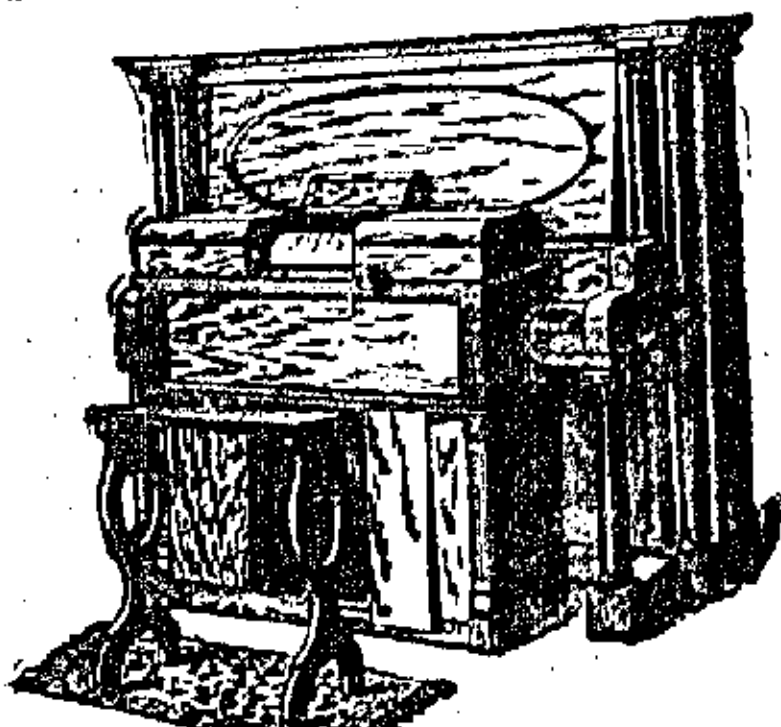
THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.
SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.
GREAT
REDUCTIONS

in our present stock of Pianos and Musical
Goods.

Our NEW STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL

THREE STYLES:
PRICE FROM \$50 UP.

PATTI ENDORS THE APOLLO.

Adeline Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased her last year that this second testimonial is even stronger than the first one that she gave.

Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [3335]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
laught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1850.
Ferry Household Requisites. Depot for
Bestman's Kodak Films and Accessories.
12, Queen's Road Central.

CHEONG LEE & CO. Furniture Store
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 5, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANSON
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; 116, 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

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F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Ration's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Iron and Iron Merchants,
144, Des Voeux Road.

WATCHMAKERS

DEOZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

CHEONG SHING GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
FINGER SILK.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & Co.).
Hongkong, 16th May, 1903. [317]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account
of the year 1903 at the rate of Fifty
Cents per Share (or Five Per Cent on the
Capital of the Company) will be payable at the
HONGKONG AND SHANGHAI BANK, Hongkong,
on and after MONDAY, the 30th instant, on
Warrants to be obtained from the undersigned.
Local Shareholders are requested to apply at
the Company's Office for their Warrants.

The Dividend will also be payable at the
HONGKONG AND SHANGHAI BANK, Shanghai,
on presentation of Warrants there, on and after
the same date.

The REGISTER OF SHARES will be
CLOSED from MONDAY, the 23rd instant,
until MONDAY, the 30th instant, both days
inclusive, during which period no Transfer of
Shares will be registered.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, 14th November, 1903. [3156]

THE CHINA TRADING INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRTY SEVENTH ORDINARY
MEETING OF SHAREHOLDERS in this
Company will be held at the HONGKONG
OFFICE, Victoria, Hongkong, on TUESDAY,
the 8th Dec., at Twelve o'clock Noon, for
the purpose of receiving the Report of the
Directors, together with Statement of Accounts
to the 30th April last, and of declaring
Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst., to the
30th proximo, no days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 17th November, 1903. [3180]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 2635

for Fifty shares, numbered 221122 to
221171, inclusive, in the register in the name
of JOM GREAVES GOWLAND having
been lost, NOTICE IS HEREBY GIVEN
that unless the said Certificate be produced at
the Office of the DOUGLAS STEAMSHIP
CO., LTD., Victoria, Hongkong, before 17th
DECEMBER, 1903, a new certificate for the
said shares will be issued and the old certificate
will thereafter be held by the Company as null
and void.

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 17th November, 1903. [3 73]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS ARE HEREBY NOTIFIED THAT

in accordance with the Special Resolutions
passed on 31st October, and confirmed on 18th
November, 1903, they are entitled on application
to an allotment of one share for every two old
shares held by them. Forms of application will
be sent to every shareholder.

The sum of \$2.50 per share will be payable
on application, on or before the 4th of January,
1904. Two months' notice of any calls will be
given.

Shareholders desirous of paying on or before
the 4th January, 1904, the whole amount
payable in respect of their shares, can do so,
and in such event will receive fully paid up
scrip in exchange.

The new issue will rank for Dividend pro rata
from 1st January, 1904, according to the
amount paid on such shares on 4th January,
1904.

The Register of Shares will be closed from
17th December, 1903, to 4th January, 1904,
both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st December, 1903. [3317]

DAVID CORSE & SON

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I., A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,600 tons gross.

THE WORKS ARE WELL EQUIPPED WITH THE LATEST IMPROVEMENTS AND CAN

execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
8th POWERFUL SALVAGE PLANT,
READY AT SHORT NOTICE. 1877

ARGUS DE LA PRESSE.

FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper
un journal qui l'auteur nommé, il était
abonné à l'Argus de la Presse, qui lui, décompte,
et traduit tous les journaux du monde, et en
fournit les extraits sur n'importe quel sujet.

HECTOR MALOT (Zylo, p. 70 et 323)

L'Argus de la Presse fournit aux artistes,
littérateurs, savants, hommes politiques, tout
ce qui paraît sur leur compte dans les journaux
et revues du monde entier.

L'Argus de la Presse est le collaborateur in-
digné de tous ceux qui préparent un ouvrage
éclairent une question, s'occupent de statistique
etc., etc.

S'adresser aux bureaux de l'Argus, 14, rue
Drouot, Paris. Téléphone.

L'ARGUS LIT 5,000 JOURNAUX PAR JOUR. [39]

MR. CHAMBERLAIN'S BIRMINGHAM HAM SKECH.

On the night of the 4th ult. Mr. Chamberlain

appeared before his constituents and addressed a
meeting of 10,000 people in the Bingley Hall,
Birmingham. For many a day four guineas each
was paid. Thousands of people were disappointed
by not obtaining admission to the hall.

Mr. Chamberlain, on rising to speak, had an
immense reception. He said he was grateful so
many recognised that his ideas were no delusions
of a madman. He was convinced that the
workers would keep an open mind, and that they
would not necessarily consider it blasphemous to
readapt a policy 50 years old to modern require-
ments.

A POPULAR DELUSION.

His opponents declared, Mr. Chamberlain
said, that in the days of protection the country
was in a state of unexampled misery and
destitution owing to the corn laws and to
protection, and that when those restrictive laws
were repealed there was a magical change to
cheap food and universal prosperity, all
resulting from the fiscal change. That was a
popular delusion. If that contention of the
free traders was correct, how did they account
for the fact that protected countries were
progressing much more rapidly than ourselves?

PROSPERITY UNDER PROTECTION.

Mr. Chamberlain then entered into a long
historical argument to show that years of great
prosperity under protection had placed England
in the foremost rank of nations, with absolute
commercial supremacy over the world. The
crisis of 1841, he said, was not due to protection
or to the dear loaf, but to bad trade and over-
production. Bread was then much cheaper than
it had been many times since the repeal of the
corn laws. The Chartists instigated the riots
to secure electoral reform. Their leaders
opposed those who were working for the re-
peal of the corn laws. The freetrade agitation was
of the manufacturers, not of the workers.

PROSPERITY UNDER FREETRADE.

Quoting from Cobden and Moncrieff, he
said that the unparalleled prosperity of the next
quarter of a century after the repeal of the corn
laws was due to the gold discoveries and to the
extension of railways, and the increase of
steamers stimulating trade. Then the previous
policy of protection which she had enjoyed
enabled England to take advantage of the boom.
Apart from the non-fulfilment of Cobden's
expectation of an era of free exchange between
the nations, a great change had occurred over
the political and commercial relations of the
colonies.

VALUE OF COLONIAL TRADE.

The trade of the colonies with Great Britain
had increased by leaps and bounds, concealing
the deficiency in our foreign trade. Apart from
affection and gratitude it was to our interest
to stimulate the prosperity of the colonies. At
present emigrants from Great Britain chiefly
settled under a foreign flag, and the Empire
lost their support. If those emigrants settled
in Canada they would each buy £2 worth of
British goods a year. If in Australia, £5 or
£6, and if in South Africa more. It was better
to develop the colonial trade than to pick up
foreign crumbs. Everything contributing to
increase the prosperity of the colonies and fill
up their waste lands would react favourably on
the motherland. "If you are not sympathetic
to the colonies," said Mr. Chamberlain, "and
do not listen to them because they have adopted
a policy different to yourselves, if you reject
their patriotic offers, which are partly inspired
by a desire to co-operate with you in the task
of sustaining the Empire, the opportunity may
never recur. Without the bond of commercial
unity you will never secure Imperial Federa-
tion."

FREETRADERS AND THE COLONIES.

The freetrade leaders in 1846, he continued,
were not enthusiastic towards the colonies.
Cobden and a large party hoped that the ties
would be loosened. Now circumstances had
changed. He (Mr. Chamberlain) sometimes
questioned if modern freetraders had really
abandoned their antiquated views, whether they
really desired closer relations with the colonies.
The speeches of Sir W. Vernon-Harcourt, of
Sir Henry Campbell-Bannerman, and Mr.
Leonard Courtney did not reveal a true appre-
ciation of what empire meant, or any sympathy
with this great ideal of the British people.
"I cannot see," Mr. Chamberlain continued,
"that they care a brass button about Imperial
union, but only about the union of the Radical
party."

THE ATTITUDE OF FREE-FOODERS.

"I do not attribute similar views to Mr. C.
T. Ritchie, Viscount Goschen, the Duke of
Devonshire, and Sir Michael Hicks-Beach,
though I am totally unable to understand their
position. They seem Imperialists in theory,
but little Englanders in practice. They wish
to see Imperial union, but they refuse to do
anything to secure it. Sir Michael Hicks-
Beach refused to grant a preference to Aus-
tralian wine, also to Indian tea, to a colonial sugar,
and to colonial corn. He refused to do a little
better for our brothers than for strangers.
That is not an Imperialist policy. The Free-
food League, who first professed to be deter-

mined freetraders, now support a Government
pledged to stop unfair foreign competition and
dumping. The free fooder protest less against
protection than against preference to the
colonies.

MR. ASQUITH'S FEARS.

"While sympathising with consolidation
of the Empire," Mr. Asquith thinks that
directly you negotiate with the colonies you
will quarrel. You may negotiate with for-
eigners and conclude treaties on the most
ticklish subjects with them, but for heaven's
sake never negotiate with your friends in the
colonies. The Imperial council which he
favours, and which the colonists have already
two or three times rejected, if established
would deal with those delicate matters of
Imperial defence and Imperial taxation.
Yet Mr. Asquith thinks their sentiment and
good feeling too brittle to talk about a tax on
brasswork. I believe that we may as safely
negotiate with them as with any people on the
face of the earth. They will meet us with a
greater desire to come together than anyone
else.

COLONIES OFFERED PREFERENCE.

Mr. Asquith says that the colonies will not
show the slightest inclination to respond, and
will offer nothing in return. I wonder where
he derives his astounding information. I am
not presumptuous enough to pre-
dict beforehand exactly what each colony
will do in cases which have not arisen, but I am
certain they will do right. At any rate, they
asked for a preferential system of tariff, and
the colonial representatives were not repudiated
when they returned to their States. Both
parties in Canada favour reciprocity. The
Premiers of the Commonwealth of Australia
and of New Zealand have made reciprocal
preference a leading article of their programmes.
Mr. G. Reid, the leader of the Opposition in
the Commonwealth, is reported to have offered
to give the motherland a preference of 50 per
cent. South Africa has given a preference of 25
per cent. Item-by-item the response of the
colonies in our time of stress, I am not prepared
to treat their proposals with contempt. I be-
lieve that we can negotiate without a quarrel.
I am confident that they will show the same
generosity and patriotism as ourselves.

SECURING HOME TRADE.

"I am astonished at Mr. Asquith accusing me
of ignoring the home markets, since it is the
main object of my crusade to secure a strong
home trade and make Great Britain the centre
of a self-sustaining Empire. If our foreign
trade declines, and dumping continues, the home
trade will suffer even if it is prosperous. As
Mr. Asquith thinks, I do not sympathise with the
fallacy underlying the contention that secondary
and inferior industries may replace the primary
industries; thus when the sugar industry is
destroyed try jam, when iron has gone make
mouse-traps, when the cotton industry is
threatened try making dolls' eyes."

SOME INSTANCES OF DUMPING.

"The building trade is one of the few
naturally protected. Mr. Asquith says I
produce few instances of decaying indus-
tries. I could produce scores and scores.
Jewellery, the smaller brass manufactures,
and the making of pearl buttons are all in-
stances appealing to Birmingham. All have
suffered heavily by foreign tariffs. British
exports of cycles to foreign protected countries
fell by £566,000 in 10 years, while during the
same year exports to the colonies rose
by £367,000. During the depression of
1897 the Americans dumped £400,000
worth of cycles in Great Britain and £340,000
worth in the colonies, all of which Great
Britain could have produced under my policy."

CONCLUSION.

Mr. Chamberlain ridiculed the arguments of
the big loaf and the little loaf, and exhibited
two loaves baked to exact weights—the one with
free flour and the other with taxed flour—for
the one price to show the loss under the corn
tax he proposes. Personally he said he was
unable to see the difference in their size. This
incident convulsed the meeting.

Mr. Chamberlain spoke for two hours with
wonderful vivacity. A resolution approving of
his policy was passed by the meeting.

CLARKE'S B 41 PILLS

are warranted to cure, in either sex, all acquired or
constitutional Discharges from the Urinary
Organs, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. In Boxes 1s. 6d. each, of all Chemists,
and Patent Medicine Vendors throughout the
World. Proprietors, THE LINCOLN AND MID-
LAND COUNTIES DRUG COMPANY, Lincoln,
England.

CAMPBELL, MOORE & CO., LIMITED.

HONGKONG HOTEL BUILDING.

XMAS 1903.

Just Received:

A GREAT VARIETY OF TOYS

AND FANCY GOODS.

An Unique Assortment of
CALEY'S XMAS CRACKERS.

TUCK'S XMAS, NEW YEAR, AND
BIRTHDAY CARDS.

Various Artistic Designs.

Prices to suit all. Inspection invited.

Hongkong, 25th November, 1903. [3246]

THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN,

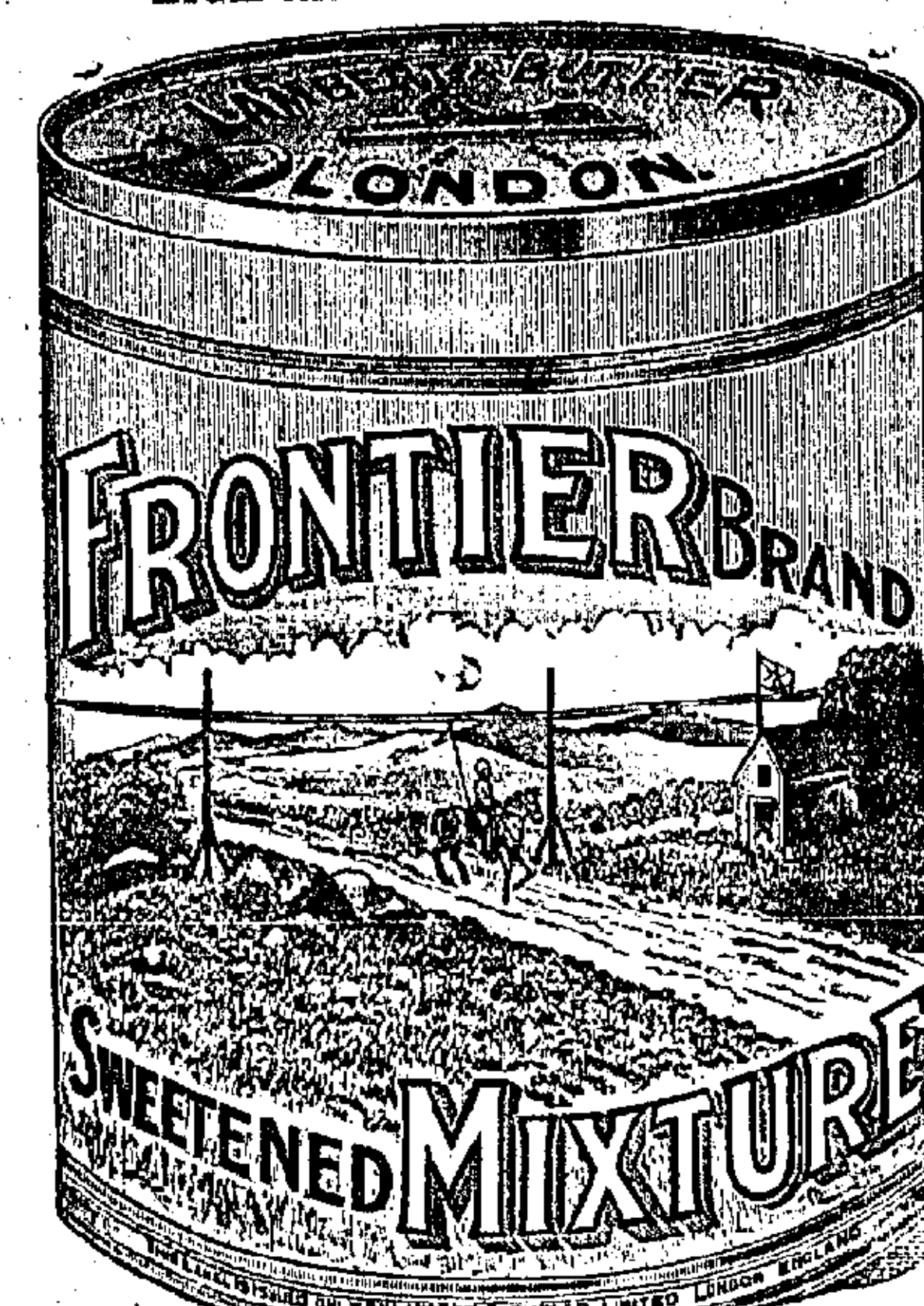
27, DES VOEUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [2490]

FROM PIER TO PEAK

LAMBERT AND BUTLER'S FRONTIER MIXTURE IS SMOKED BY ALL
HIGH-CLASS TOBACCO SMOKERS.



MANUFACTURED BY—
LAMBERT & BUTLER'S BRANCH,
BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. [43]

NOBEL-GLASGOW EXPLOSIVES

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHWAI.

AGENTS—

JARDINE, MATHESON & CO.

JAPAN



COALS.

mitsui BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chaoan, Canton, Nanking, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maidzuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Munakata, Onoda, Otsu,
Banshū, Tenkoku, Yoshino, Yonokubo, and other Coals.

N. INUZUKA, Manager, Hongkong

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: HIGASHI-HONMACHI, MOJI, MINAMI-AIKAWA.

OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong

CODE USED: A 1 & A. B. C. 4th Ed.

SHIPPING.

ARRIVALS.
Dec. 4, AYR, British str., 1,055, Gibson, Moji
28th N. member, Coal—Mitsui Bussan
KAISHA.
Dec. 4, CHINKIANG, British str., from Canton.
Dec. 4, CHUKAN, British str., 2,852, W. B. Pal-
mer, Shanghai 1st Dec., General.—P.
O. S. N. Co.
Dec. 4, DAIJIN MARU, Japanese str., 900, T.
Ogata, Tamsui, Amoy and Swatow 3rd
Dec., General.—OSAKA SHOSHIN KAISHA.
Dec. 4, DEUTEROS, German str., from Canton.
Dec. 4, GERMANIA, German steamer, 1,914, J.
Bruhn, Tientsin 28th Nov., Beans.
JENSEN & Co.
Dec. 4, HOLSTEN, German str., 995, Joh. Chr.
Hansen, Swatow 3rd Dec.—JENSEN & Co.
Dec. 4, LOKOSOMON, German str., 1,248, F.
Schulz, Shanghai 1st Dec., General.—
JENSEN & Co.
Dec. 4, N. N. HONG, British str., from Canton.
Dec. 4, ROBERTA MARU, Japanese str., 2,402,
H. S. Smith, Manila 1st Dec., Treasure.—
TOYO KISEN KAISHA.
Dec. 4, SANKU MARU, Japanese str., 3,787, W.
Townsend, from Singapore, General.—
NIPPON YUSEN KAISHA.
Dec. 4, WUHU, British str., from Canton.

DEPARTURES.
AT THE HAMBURG-MERKANTILE OFFICE.
4th December.
Dentons, German str., for Wuhu.
Glendora, British ship, for Ajar.
Hanoi, French str., for Hongkong.
Hobbs, German str., for Hongkong.
Sanku Maru, Japanese str., for Kobe.
Zofiro, British str., for Manila.

DEPARTURES.
4th December.
ANPING MARU, Japanese str., for Coast Ports.
DENHUIH, British str., for Shanghai.
DEUCALION, British str., for London.
ELLEN RICHMOND, German str., for Bangkok.
FAUNGA, British str., for Wuhu.
GLIMMER, British str., for London.
HATTAN, British str., for Coast Ports.
HAWKINS, British str., for New York.
KUMANO MARU, Japanese str., for Australia.
PERLA, British str., for Manila.
P. C. C. Kiao, German str., for Bangkok.
PHRANANO, German str., for Bangkok.
PROMETHEUS, Norwegian str., for Canton.
SEGOVIA, German str., for Calcutta.
TAISANG, British str., for Shanghai.
ZAFIRO, U.S. transport, for Manila.

VESSELS IN DOCK.
4th December.
ABERDEEN DOCK.—Pha Yen.
KOWLOON DOCK.—Turkic, H.M.S. Amphitrite, H.L.G.M.S. Moors, Kaipin, Hukou, U.S.A.T. Sacramento, Chenkian, An Pha, Wing Chai, Kiangtung.
COSMOPOLITAN DOCK.—Sulawarna, U.S.S. Ajax.

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"CHUSAN"
Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 5th DECEMBER, at NOON, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th November, 1903.

FOR KOBE AND YOKOHAMA.
THE H.A.L. Steamship
"AMBRIA"
Captain Duckstein, will be despatched for the above ports TO-MORROW, the 6th December, at DAYLIGHT.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 30th November, 1903. [3295]

"GLEN" LINE OF STEAMSHIPS.
FOR NEW YORK.
THE Steamship
"GLENROY"
Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.
For Freight, apply to
McGREGOR BROS. & GOW.
Hongkong, 19th November, 1903. [3197]

THE EAST ASIATIC COMPANY, LIMITED.
FOR SHANGHAI, PORT ARTHUR, CHIANAMPO.
THE Danish Steamer
"PRINSESS MARIE"
Captain Berentzen, will be ready to leave on the 4th December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 25th November, 1903. [2483]

HONGKONG-MACAO LINE.
S.S. "WING CHAI"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
FARE—(week days) 1st Class (including cabin and service), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 3rd September, 1903. 121

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Spaw	P. & O. S. N. Co.	About 11th inst.
LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON & ANTWERP	DIOMED	Brit. str.		BUTTERFIELD & SWIRE	22nd Jan.
MARSEILLES, LONDON &c., v. S. POSE, &c.	HYSON	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	8th inst.
MARSEILLES, LONDON & ANTWERP	KATACHI M.	Brit. str.	Flandin	MESSAGERIES MARITIMES	12th inst., D'light.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	15th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	HINGO MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	22nd inst.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.		BUTTERFIELD & SWIRE	26th inst., D'light.
MARSEILLES, LONDON & ANTWERP	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	5th Jan.
BREMEN, via PORTS OF CALL.	P. HEINRICH	Ger. str.	E. Heintze	MELCHERS & CO.	9th inst., at Noon.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	15th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	20th inst.
TRIESTE, &c., via SINGAPORE, &c.	AMERICA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	15th Jan.
NEW YORK, via PORTS & SUEZ CANAL	CHINA	Brit. str.	Ivillich	DODWELL & CO. LD.	19th inst., p.m.
NEW YORK, via SUEZ CANAL	ORONO	Brit. str.	F. Selby	McGREGOR BROS. & GOW	About 10th inst.
NEW YORK, via SUEZ CANAL	GENEVE	Brit. str.	Lookhart	SHAW, TOMES & CO.	About 21st inst.
NEW YORK, via SUEZ CANAL	HIMERA	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	About end of inst.
NEW YORK, via SUEZ CANAL	NUBIA	Brit. str.		CANADIAN PACIFIC R. CO.	16th inst.
VANCOUVER, via SHANGHAI, &c.	B. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	ATHEANIAN	Brit. str.	M. Ridley	DODWELL & CO. LIMITED	15th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOSHA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	29th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via N'SAKI, &c.	KAGA MARU	Jap. str.	N. Ohno	BUTTERFIELD & SWIRE	1st Jan.
PORTLAND, OREGON	TYDEUS	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	INDOSAMHA	Brit. str.	W. Ellis	GIBB, LIVINGSTON & CO.	16th inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHINGTU	Brit. str.	A. E. Moss	NIPPON YUSEN KAISHA	2nd Jan., at 4 p.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	YAMATA MARU	Jap. str.	E. P. Martin	P. & O. S. N. Co.	About 14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KASUGA MARU	Jap. str.	W. S. Hunter	NIPPON YUSEN KAISHA	30th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SANKU MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	To-day, at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	AMERICA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHINGTU	Brit. str.		BUTTERFIELD & SWIRE	10th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.	F. L. Sommer	NIPPON YUSEN KAISHA	18th inst., D'light.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAGOSHIMA M.	Jap. str.	K. Kori	HAMBURG-AMERIKA LINIE	25th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PRONTO	Ger. str.	Grandt	BUTTERFIELD & SWIRE	8th inst., at 5 p.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHINKIANG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	WUHU	Brit. str.	Berentzen	MELCHERS & CO.	7th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	P. MARIE	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	Quick despatch.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	DAIJIN MARU	Jap. str.	T. Ogata	OSAKA SHOSHIN KAISHA	About 5th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAIDONG	Brit. str.	E. Evans	DOUGLAS LAFRAIR & CO.	To-morrow, 9 a.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAICHING	Brit. str.	Passmore	DOUGLAS LAFRAIR & CO.	8th inst., D'light.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & CO.	To-day, at 10 a.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ROBERTA MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	To-day, at 11 a.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SUNGKIANG	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	9th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ROBI	Brit. str.		BUTTERFIELD & SWIRE	12th inst., 10 a.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHINGTU	Brit. str.		DODWELL & CO. LD.	30th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	About 28th Jan.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	NANOHANG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	BOLO	Ital. str.	Bolsito	CARLOWITZ & CO.	12th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HIROSHIMA M.	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	29th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SHANTUNG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO., LD.	8th inst., at 3 p.m.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
via PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
"ORONO" ... 10th Dec.
"LOWTHER CASTLE" ... 15th Dec.
"SIKH" ... 24th Dec.
"SAGAMI" ... 5th Jan.
"LENNOX" ... 15th Jan.
"AFRIDI" ... 27th Jan.
For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 17th November, 1903. [1125]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).
STEAM FOR BOMBAY via SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEHORN, GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADELPHI, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

"CAPEI"
Captain Belsito, will be despatched as above on SATURDAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 1st December, 1903. [4]

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS—PORTE FRANCAISE—NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 15th December, 1903,
at 1 p.m., the Company's Steamship "ARMAND BEHIC," Captain Flandin, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
This Steamer connects at COLOMBO with the Australia line as "Nora," bound for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 14th December. Specie and Parcels received until 4 p.m. on the same day. No cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 4th December, 1903. [2]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

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THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ARAGONIA (HAVRE and HAMBURG) On 15th Dec. Freight.
Capt. Forst (Calling at Singapore and Colombo)
NURNBERG (HAVRE and HAMBURG) On 29th Dec. Freight.
Capt. Jaburg (Calling at Singapore and Penang)
NUBIA (NEW YORK, via SUEZ) About end of December.
Capt. von Hoff
AMERICA (HAVRE and HAMBURG) On 5th Jan. Freight.
Capt. Duckstein (Calling at Singapore and Colombo)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR.	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 5th Dec., 10 a.m.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 12 h Dec., 10 a.m.
PERLA	1930	A. H. Nodley		

For Freight, or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 4th December, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Jan. 1904
R.M.S. "ATHEANIAN" ... 3,882 Tons ... WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" ... 4,428 Tons ... WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April
R.M.S. "ATHEANIAN" ... 3,882 Tons ... WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the fast INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHEANIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent. FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Letters of Passage and Freight, apply to
D. E. BROWN, General Agent,
Polder Street.

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.
"INDRASAMHA" ... 5,197 ... W. E. Craven ... December 14, 1903
"INDRAVELLI" ... 4,899 ... R. P. Craven ... January 14, 1904
"INDRAPURA" ... 4,899 ... A. E. Hollingsworth ... February 13, 1904
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th November, 1903. 114

NORTHERN PACIFIC LINE. NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA HANGHAI, MOJI, KOBE AND YOKOHAMA.
STEAMER. TONS. CAPTAIN. SAILING DATE.
* TACOMA ... 2,812 ... M. Ridley ... Tuesday, December 15th
* VICTORIA ... 3,502 ... J. Truebridge ... Saturday, December 19th
* TREMONT ... 9,606 ... T. W. Garlick ... Thursday, December 24th
* LYRA ... 4,417 ... G. V. Williams ... Thursday, January 21st
* OLYMPIA ... 2,837 ... A. Dixon ... Friday, February 12th
* SHAWMUT ... 9,606 ... W. M. Smith ... Saturday, February 20th
* Have no second class accommodation. * Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT ... 9,606 tons. W. M. Smith ... About 28th January.
S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 8th March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 1st December, 1903. [7]

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SANKU MARU ... KOBE AND YOKOHAMA ... SATURDAY, 5th Dec., at Noon.
KAWACHI MARU ... MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 12th Dec., at DAYLIGHT.
TOSA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 15th Dec., at 4 p.m.
HAKATA MARU ... KOBE and YOKOHAMA ... FRIDAY, 18th Dec., at DAYLIGHT.
KAGOSHIMA MARU ... MOJI, KOBE and YOKOHAMA ... FRIDAY, 25th Dec., at Noon.
BINGO MARU ... MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 26th Dec., at DAYLIGHT.
HIROSHIMA MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 29th Dec., at Noon.
KAGA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 29th Dec., at 4 p.m.
KASUGA MARU ... NAGASAKI, KOBE & YOKOHAMA ... WEDNESDAY, 30th Dec., at Noon.
YAWATA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... SATURDAY, 2nd Jan., at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.
A. S. MIYAKURA, Manager. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
PRINZ HEINRICH ... 4th December
KONIG ALBERT ... 23rd December
* KLATSCHOU ... 6th January
* BAYERN ... 20th January
* SACHSEN ... 3rd February
* GERA ... 17th February
* SEIDLITZ ... 2nd March
* PREUSSEN ... 16th March
* ROON ... 30th March
* EMBURG ... 13th April
* PRINZ HEINRICH ... 27th April
* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 9th day of DECEMBER, 1903, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain E. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPIER and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 7th December, and Parcels Specie will be received at the Agency's Office until NOON on TUESDAY, the 8th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

THE RUSSIAN PROGRAMME AND THE TWO-POWER STANDARD.

There has been during the last few months, and there still continues, a tendency in certain quarters interested in naval matters to raise a scare over the programme of new construction which the Russian Admiralty are now putting in hand. More than one question on the subject was asked in the House during the last Session, and the Admiralty have been somewhat severely taken to task, because the First Lord did not follow the example set by Mr. Goschen in 1893, and present a Supplementary Estimate authorising the enlargement of our building programme for the year, as a reply to the new ships which Russia is preparing to lay down.

There does not appear, however, to be any solid grounds for much of the present writing which has appeared. If the present state of the Russian programme is compared fairly with our own of the same date, and with the conditions obtaining in both fleets at the present time, nor is there any foundation for the assertion that we have dropped below the two-Power standard.

It may be as well to point out, that it is not always easy to arrive at the truth about new Russian ships, as they pass through three distinct stages, often covering a period running into many months, before they are to be taken in hand, and finally when they are actually commenced; and ships are very often announced to be actually in the last stage when later information shows that they have not yet beyond the first.

Before considering the new Russian programme it is necessary to refer to the last one, generally known as the 188 programme, and about which some strangely inaccurate and misleading statements have appeared in the Press. Over and over again, during the last few months, has it been stated that the Russian 1888 programme being now completed a new and still more formidable one is to be at once commenced. As a matter of fact the matter being that not only the 1888 programme not completed, but there is no chance of its being so for another two years; the *Slava*, the last ship of the programme, having only been launched from the Baltic yard at St. Petersburg on August 29 last.

Coming more to details, the battleship programme in question provided for the construction of seven first-class ships, viz., the *Rurik*, *Albatross*, *Imperator Alexander III*, *Orel*, *Kniaz Suvoroff*, and *Slava*. Of these seven ships, only two—the *Rurik* and *Albatross*—have as yet been completed, both having been constructed in foreign yards. The *Rurik* was built by the celebrated firm of Cramp of Philadelphia; she was laid down in December 1898, launched in October 1900, and completed about the middle of last year; while the *Albatross*, built at the La Seyne yard at Toulon, was laid down in April 1899, launched in February 1901, and completed this week in August. The remaining five ships are building in Russian yards; of these the *Imperator Alexander III* was laid down in September 1899, at the Baltic works, St. Petersburg, and launched in August 1901; the *Borodino*, building at the New Admiralty yard, St. Petersburg, was laid down in May 1900, and launched in September 1901, both these ships are approaching completion, but it is doubtful if they will be ready for service before next year. The *Orel* was laid down at Gdansk Island, St. Petersburg, in June 1900, and was launched in July 1902, while the *Kniaz Suvoroff* was laid down at the Baltic works in May 1901, launched in September 1902, and with the *Orel* will also, as far as present information goes, be completed some time next year. The *Slava*, however, laid down at the New Admiralty yard in November 1902, and only launched on August 29 last, can hardly be ready before 1905.

It should be noted, therefore, that the building programme of 1888, of which so much has been made, in reality resolved itself into a programme of new construction, which was spread over a period of four years, no more than two ships having been laid down in any one year. If we turn now to our own programme for 1895-99 we are confronted with a somewhat different state of affairs. The Naval Estimates for the year, as originally submitted to Parliament, provided for the laying down of only three battleships; but on the report of the new proposed Russian programme being confirmed, the First Lord obtained the sanction of the House for the construction of four additional battleships, thus bringing the number for the year up to seven, which was the number proposed in the new Russian programme. Of these, one, the *London*, was laid down at Portsmouth in December 1898, while the other six were all commenced during the first eight months of 1899. The *London*, *Bulwark*, and *Venerable* were completed and commissioned last year; while the *Duncan*, *Edinburgh*, and *Rusell* of the Supplementary Programme, have been completed and commissioned during the present year; the fourth ship, the *Cornwallis*, has been somewhat delayed, but is now approaching completion, and as a set-off to this delay, however, a sister ship, the *Montagu*, one of the new 1899 programme, built at Devonport, where for some years ships have been more rapidly constructed than at other yards, was completed and commissioned last July. Substituting the *Montagu* for the *Cornwallis*, we find that the whole of the seven ships of the 1895-99 programme have been completed and are actually commissioned, while the Russians have only completed two of theirs; moreover, excluding "1" year's programme, we have in addition laid down seven more ships, five of which are of the extremely powerful *Kniaz Eduard VII* type, the Russians on the other hand, up to the beginning of this year, not having advanced beyond the ships of their original programme, although it was stated, with some show of authority, that a new ship, a sister vessel to the *Kniaz Eduard VII* type, had been commenced last autumn at Nicolaiev, in the Black Sea, a statement which later information has since shown to be incorrect.

With regard to the new Russian programme, the reports about which have been so exciting, nothing is as yet known definitely. It has been merely stated that seven 6,500-ton battleships of somewhat the same type as our own *Kniaz Eduard VII* class were to be taken in hand this year, and completed in 1906; it is safe to say, however, that as it has been officially announced that all the ships are to be built in Russian yards, by Russian workmen, and of Russian material, they will certainly not be completed at the early date mentioned. In fact 1906 will probably be found to be much nearer the truth before they are all actually commenced. The *Marine Armada*, the valuable little naval year-book published by the Austrian Hydrographical Department at Pola, which is brought out regularly with the new year, while making no reference to any new ship having been laid down in the Black Sea yards since the launch of the *Kniaz Potemkin*, stated that two more 12,500-ton ships of that class were to be laid down in the Black Sea yards this year, and the information has since proved to be correct. In February the *Kronstadt* and *Vladivostok*, which is generally accurate in

its naval news, stated that orders had been given for work with them to be proceeded with, and both vessels have now been commenced, one at Nicolaiev and the other at Sebastopol. Probably the knowledge of the intentions of the authorities to build these two ships led to the erroneous report, already referred to, that one had actually been commenced last year. A recent issue of the *Kronstadt-Vladivostok* contains the information that the Tsar has sanctioned the construction of two 16,000-ton battleships to be named the *Imperator Pavel I* and the *Andrei Perovskii*, which are to be laid down at the Baltic works and Gdansk Island respectively. Whatever the extent of the new programme may be when it is fully developed, it does not appear likely that any other ships besides those named will be commenced this year.

Our own battleship programme for the year originally consisted of three ships, which are to be commenced as soon as the plans are ready, while three more, according to the statement made in the House by the Secretary to the Admiralty, are apparently to be taken in hand at the beginning of the next financial year. As we certainly build on the whole faster than the Russians, it would seem as if there was no pressing necessity for the Admiralty to advance the time for the commencement of the construction of the last-named ships.

Our position here, however, to be considered not only from the point as to whether we are keeping pace with the Russian new construction, but as to how we stand generally as regards any possible hostile combination against us on the part of other naval Powers, and this necessitates the consideration of the question of the so-called "Two-Power Standard." The Admiralty have been freely charged with having allowed us to drop below this standard, the charge is one that can hardly be justly maintained. Excluding all our ships launched before 1890, and including all ships building or whose construction is arranged for, the number of English, French, German and Russian first-class battleships stands as follows:

England	51
France	28
Russia	20
Germany	20
as against:	
Russia	20
Germany	20
as against:	
Russia	20
Germany	20

Counting units as a measure of relative strength is not always satisfactory, but in making the above comparison we have the satisfaction of knowing that, for the present at least, our fleet is far more homogeneous, and the ships composing them on the whole more powerful than those of the other three Powers mentioned.

Whatever the value of the two-Power standard, however, may have been ten or twelve years ago, when we only had for practical purposes France and Russia to consider, that standard is now out of date and can no longer be considered as a satisfactory margin of safety, in view of the new situation created by the steadily growing strength of the German Navy. In 1890, when the two-Power standard with a margin first came to be accepted as a satisfactory measure of our strength, the German fleet was *enquanto negligible*; to-day that same fleet is rapidly attaining a position which may soon enable Germany to hold the balance of naval power in her hands.

It is significant that the German battle-fleet in home waters is now being reorganised on the basis contemplated by the Navy Act passed in 1893. This fleet has been hitherto known as the "First Squadron," a "Second Squadron" being each year constituted for the manœuvres from the reserve divisions. The fleet is now to be designated as the "Active Battle-fleet," and is to consist of two squadrons. Admiral von Koller, the Inspector-General of the Navy, who has for some years been Commander-in-Chief of the Baltic fleet, and has also for the last four years commanded the annual manœuvres, has recently been relieved of his command at Kiel, and appointed to the command of the new fleet, the first squadron of which is now complete and composed of the newest battleships. Rear-Admiral Fritze has been appointed to the command of the second squadron, which, however, for the present consists of only four of the recently reconstructed great defence ships of the *Hagen* class, but these will gradually be replaced by the new battleships now being laid down, and yet to be built under the Act of 1893, but at the present rate of progress, by 1905 the second squadron should also be completely constituted of new ships, and we shall be face to face with the fact that Germany will have in the home waters a formidable squadron of seven modern battleships, in permanent commission, which by means of the Kaiser Wilhelm Canal can be concentrated at will in a few hours, ready for immediate action, in either the Baltic or the North Sea. It is evidently the intention of the German authorities at present to keep this fleet fully commissioned, for the second squadron is a longer the reserve squadron, but the second squadron of the Active Battle-fleet, recently constituted under a rear-admiral, of four large and twelve small cruisers, of which two large and eight small are already in commission.

A few words as to French naval progress may not be out of place. During the last ten years nobody can accuse France of having pursued an aggressive naval policy, although in some quarters it is still the fashion to speak of the formidable growth of the French fleet. The real truth is, that France, from different causes, has been dropping behind the race. Between 1876 and September of last year when the *Georges Leygues* of the new powerful type, and representative of the 1900 programme, was launched, only two first-class battleships, the *Jena* and *Suffren*, were put afloat. The authorities are now pushing on with these six ships, and they can hardly be blamed if they think that they have some lot ground to make up, but there are no signs at present that they are contemplating any immediate considerable additions to their fleet. In November 1899, the Superior Council of the Navy, under the presidency of M. de Lamoignon, then Minister of Marine, fixed twenty-eight as the minimum number of first-class battleships which France required, and recommended the immediate laying down of six powerful ships; this last recommendation, however, is only now being carried out. The idea was to have four squadrons of six ships each, with a spare ship for each division. M. de Lamoignon proposed that, as each division of six ships is completed, a new division should be immediately commenced and pushed on with, to replace older vessels, until the full number of twenty-eight new ships is made up, which should be by 1914, that keeping pace with the German programme, which is also to be completed by that date.

It is the growing naval power of Germany, therefore, which is changing the balance of naval power, and which is clearly to our disadvantage, for undoubtedly we do not occupy so strong a position to-day as we did five years ago.

* Includes the *Marceau* and *Nephele*, launched in 1897.

† Includes the *Potemkin* and her two sisters.

Whether the two-Power standard should be raised to a three-Power standard is a most point, but it is certainly becoming a matter for serious consideration whether the time is not now for some material increase in our building programme, which, as far as battleships are concerned, have certainly since 1899 been out of date to a point hardly compatible with a due margin to safety, if we are to be in a position to hold our own against possible coalitions against us. It will hardly be for our advantage, if in any future struggle Germany should be in a position to turn the scale against us, should she so will. There is no need for alarm, and if we pause to do so we may not be in a position to make it up. There lies the danger in the future.—Captain H. Garbot, R.N., in the *Monthly Review*.

THE SITUATION IN NORTH CHINA.

Writing on the 14th ult., the *Peking and Tientsin Times* said:—The feeling of indignation aroused in Peking by Russia's occupation of Moukden and arbitrary treatment of the officials there, is still keenly alive and the air is still agitated by excited proposals to fight at all costs. Prince Ching and Chang Ching are both credited with making repeated and pathetic appeals first to one Legation and then to another for assistance, but the appeal comes at a time when patience and good-will are alike exhausted. Two or three years ago the leading Powers in China were ready and eager to strengthen China's hand to resist demands which the whole world recognised would ultimately lead to her undoing. But China turned a deaf ear to wise counsels, and for ten years and largely imaginary gain, she indulged with diplomatic relations, and played with diplomatic promises and secret treaties, until serious diplomacy was practically replaced by a farcical mass of intrigue and falsehood which had to be unravelled in the dark. The situation has now reached an impasse where further unravelment appears impossible, and the broad daylight of fact reveals China in a very tight place, the outcome of which looks uncommonly like inevitable partition. There is the wildest confusion in Peking at the moment, but even in this hour of alarm there is apparently no unanimity as to whether Japan shall be invited to take charge of the situation or not. They are sending troops in all directions to guard the various passes, Tang Fuhshang and Viceroy Yuan apparently acting in some kind of harmony in the matter. Judging by sundry reports it would seem that a wild idea exists that even now China can sweep Russia from Manchuria with the besom of her righteous indignation at the tombs of her Imperial Ancestors being desecrated in the wanton insults of the Russian. But what Japan will counsel if she does join hands with China to oppose at least further aggression on the part of Russia is not quite clear, but the hopelessness and absurdity of China starting out on any campaign of her own is too obvious to need comment. Friends have pointed out to China times out of number that sooner or later the lack of integrity on the part of her officials, and the system of preying one upon the other which pervades her official class, would prove her ruin, and every time her army is called into requisition the painful fact is fully illustrated. The reports which make so brave a show on army lists and records, when called upon to prove either gilded butterflies or are *non est* altogether, and the wretched remnant of a pictured host, unpaid and more than half undisciplined, stand only as a monument to her helplessness and inefficiency. We pity poor China in her present dilemma while we can but write her down as self to blame, and we should like to see Japan step gallantly to the rescue. But indications of this are by no means as clear as the large-looking numbers of the United States Shipbuilding Company's affairs, which has been completed for filing with the United States Circuit Judge Kirkpatrick in Trenton. Mr. Smith states that Charles M. Schwab, J. Pierpont Morgan, Herman Satterlee, Morgan's son-in-law, and several vendors or controlling owners for constituent companies received bonds and stock for which no equivalent was ever paid the United States Shipbuilding Company. His report charges that Schwab and Morgan alone received \$20,000,000 preferred and common stock, for which they rendered absolutely no equivalent. He strongly recommends that all such holdings be assessed at a fair estimate on their face or market value. He also characterises as reprehensible the secret Morgan-Schwab-Harris, Gates & Co. agreement, by which the \$20,000,000 of Morgan and Schwab preferred and common Shipbuilding stock was to be marketed in advance of other outside securities. Ugly terms, such as "fraudulent" and "reprehensible," abound in the voluminous report, which is a real drag on the drag of the United States Shipbuilding promotion, and particularly the farcical sale or loan of the Bethlehem Steel Company by Charles M. Schwab. Mr. Smith goes so far as to intimate strongly that Charles M. Schwab was acting simply as an agent for the Morgan billion-dollar Steel Trust when he paid \$7,300,000 for the Bethlehem plant. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After 11 a.m. the supply is limited. Only supplied for cash.

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

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FINE FRONT OFFICE on Queen's Road Central, can be occupied at once.

Apply by letter to—

TO LET.

Care of Daily Press Office.

TO LET.

AT SEAVIEW S.E. No. 3 POLICE STATION.

ROOM FURNISHED or UNFURNISHED. Electric, Bath, and Gas. Good View of Harbour, Gardens, &c.

Apply to—

NOTICE.

ANY CLAIM against the undermentioned Company should be sent on or before the 15th inst., to the Office.

A BAZAAR

in aid of the SILENT SISTERHOOD. Under the patronage of the Hon. the Governor, the Hon. the Secretary, and the Hon. the Treasurer, the City Hall on WEDNESDAY, the 6th inst., at 2 o'clock in the afternoon.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY, the 7th day of DECEMBER, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Kowloon Tong, New Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from 9th March, 1903.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements				Contents in Square ft.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.			
1	New Kowloon Inland Lot No. 6	Kowloon Tong	100	50	100	100	18,000	42	540

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY, the 7th day of DECEMBER, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Two Lots of Crown Land near Tai Po in the New Territory for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.	Upset Price.
			N. ft.	S. ft.	E. ft.	W. ft.			
1	Tai Po Inland Lot No. 2	Near Tai Po New Territory	94 28	14 30	87 13	56 13	4,591 468	8 00	8 00

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING."

Captain Evans, will be despatched for the above ports on TUESDAY, the 8th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPAIAK & CO., General Managers.

Hongkong, 6th December, 1903. [3363]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains—

Leading Articles—

The Situation in the North.

Mail Steamer and the Red Flag.

Great Britain and Tibet.

The "Near East."

The Missionaries and the Press.

Hongkong Sanitary Board.

Hongkong General Chamber of Commerce.

The Northern Crisis.

Reclamation Work on Praya East.

Allege Intimidation of a Reform Journal.

Day of Intercession at St. John's Cathedral.

St. Andrew's Bill.

New Territory Notes.

Canton.

Fochow.

Port Arthur.

Japan and Russia.

Supreme Court.

Golf.

Hongkong and Port News.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance, postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 5th December, 1903.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAICHING."

Captain Evans, will be despatched for the above port TO-MORROW, the 6th inst., at 9 A.M.

For Freight or Passage, apply to DOUGLAS LAPAIAK & CO., General Managers.

Hongkong, 5th December, 1903. [3362]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship.

"SANUKI MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 11 a.m. on TO-DAY, 6th inst.

Goods not cleared before the 11th inst. will be subject to rent.

All ship-damaged packages must be left in the Godown and notice of same sent to this Office before the 14th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 4th December, 1903. [3361]

CHATELAIN'S

CIRCUS.

SATURDAY LAST NIGHT.

AFTERNOON PERFORMANCE.

3 P.M.

CHILDREN HALF PRICE FOR THE

MATINEE ONLY.

Hongkong, 5th December, 1903. [3359]

LOST.

BETWEEN Upper Richmond Road and Clock Tower, on morning of 1st December, 1903, one DIAMOND BROOCH (Two Horse Shoe). Finder will be suitably rewarded.

Apply—

Care of Daily Press Office.

Hongkong, 3rd December, 1903. [3333]

THE HONGKONG NURSING INSTITUTION.

A SUBSCRIPTION DANCE in aid of the Funds of the above Institution will take place in the CITY HALL on the 12th JANUARY, 1904.

Tickets \$5 each may be had on application to Mrs. C. W. Dickson, at Messrs. Jardine, Matheson & Co., or from any Member of the Committee.

K. GOODMAN.

Hon. Secretary.

Hongkong, 4th December, 1903. [3353]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will take place from 10 a.m. to 2 p.m. on the 11th of DECEMBER, and from 10 a.m. to 2 p.m. on the 12th of DECEMBER, 1903.

If the weather is unfavourable on either of the above dates, practice will take place on the 14th of DECEMBER.

Practice will commence at 9 a.m. on the 11th and at 9 a.m. on the 12th, and end at 11 a.m. daily, if the above is clear.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 2nd December, 1903. [3350]

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their premises LIMED, WASHED and CLEANED in accordance with law are reminded that the period during which this work should be finished ends on the 31st day of DECEMBER, 1903, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

By Order of the Board.

G. A. WOODCOCK,

Secretary.

Sanitary Board Office.

1st December, 1903.

Note.—The Western Division of the City lies to the West Tank Lane and Cleverly Street.

[3309]

CARMICHAEL & OLARKE,

CONSULTING ENGINEERS

AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG

A.B.C. Code, 4th Edition

A.I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th June, 1903. [3770]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (SATURDAY), the 5th DECEMBER, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street),

ENAMELLED WARE GOODS,

Comprising—

TIFFIN CARBIDERS, COFFER and TEA POTS, SAUCEPANS, WATER JUGS, &c., &c.

Also

10 Cases of JACQUESSON'S CHAMPAGNE, 22 Cases CHERRY WHISKY;

And

50 Cases SCOTCH WHISKY.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd December, 1903. [3337]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 5th DECEMBER, 1903, at 2:30 P.M., at his SALES ROOMS, Queen's Road,

An Assortment of FINE ART JAPANESE, CHINESE, AND EUROPEAN, INCLUDING—

PAINTINGS, BRONZES, IVORY CARVINGS, TEA AND COFFER CUPS, PIETRES, SURENS, EMBROIDERIES, &c., &c.

TERMS OF SALE:—As usual.

V. I. REMEDIOS, Auctioneer.

Hongkong, 3rd December, 1903. [3339]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 5th DECEMBER, 1903, at 2:30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street),

A Fine and Valuable Collection of ASSORTED USED and UNUSED ASIA & OCEANIA STAMPS.

Comprising—

LIBERIA, PERU, PORTUGAL, MA. AC, TIMOR, CHINA, SINGAPORE, PIN, CUBA, ZANZIBAR, &c., &c.

(In lots to suit dealers and purchasers).

On view from 10 a.m. to 5 p.m.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 1st December, 1903. [3321]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, ON

MONDAY, the 7th DECEMBER, 1903, at Noon, at the CENTRAL POLICE STATION,

474 MARINE-BATTERY CARRIAGES.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 4th December, 1903. [3351]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY, the 7th day of DECEMBER, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

[3293]

PARTICULARS OF THE LOT.

Land at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING for one further term of 75 years. [329]

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
1	100	50	100	100	100	100	18,000	42	540

NOTICE.

THE s.s. "WING CHAI" will resume RUNNING TO-MORROW, the 6th inst. MING ON & CO.

Hongkong, 3rd December, 1903. [3334]

NOTICE.

THE HONGKONG AND CHINA GAS CO. beg to notify that on and after December 1st, Mr. KUNG HING, of 88, Des Vaux Road West, will be the Contractor for the purchase of the Company's Coke and Tar, and orders for same should be addressed to him.

GEORGE CURRY, Local Secretary.

Hongkong, 1st December, 1903. [3318]

HOTEL TO BE LEASED.

THE Proprietor of the OCCIDENTAL HOTEL, Elgin Road, Kowloon, is prepared to lease the same. The Hotel is well situated, contains 35 Bedrooms with Bathroom adjoining each, and is in every way well adapted to the requirements of a first-class Hotel business. A good business is done, and the Proprietor has satisfactory reasons for wishing to retire. The books may be inspected by any bona fide enquirer, and all particulars may be had on application to the Proprietor at the Hotel.

Hongkong, 24th November, 1903. [3233]

SPECIAL NOTICE.

WE beg to inform the Ladies and Gentlemen of this town that we have just opened a Shop where we are selling SILK of all kinds, GRASS CLOTHES, ORIENTAL EMBROIDERIES, Hand-made LACE of all kinds, SILVER WARE, and other Articles. FANCY GOODS and CURTAINS, &c.

Prices very moderate.

Inspection invited.

O. KEEMATRAI & CO., 5, Aram Street (Queen's Road East), Hongkong.

Hongkong, 9th November, 1903. [3102]

ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL GIVE PERFORMANCES OF THE IMPORTANCE OF BEING EARNEST.

ON FRIDAY, 11th DECEMBER, 1903.

SATURDAY, 12th DECEMBER, 1903.

MONDAY, 14th DECEMBER, 1903.

Commencing each Evening at 8 P.M. precisely.

Dress Circle \$3

Stalls 1

Pit 1

No HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after Friday, 4th December, at 10 a.m.

Booking Office will be opened daily from that date from 10 a.m. to 4 p.m.

Late Trans will run a quarter of an hour after the fall of the curtain.

Hongkong, 3rd November, 1903. [3238]

DANCING.

MRS. DONALDSON (Daughter of Professor F. F. WALLACE, of Rosemount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS' CLASS to open in the CITY HALL shortly.

Practice twice weekly... Fee \$10 a month.

Pupils will please enroll at the Robinson Piano Co., Ltd.

Hongkong, 3rd November, 1903. [3313]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that heavy GUN PRACTICE will be carried out from Victoria Battery on the 16th of DECEMBER, between 9 and 11 A.M. If the range is clear, but if not it will be carried out at a later hour on the same date. The firing will be at a target moving from a point opposite Lower Batters Battery, South-West of Stouvenant's Island, to Chung Hui, at a range of about 4,500 yards.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 1st December, 1903. [3330]

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 7th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Forms of Tender can be had on application.

GEO. H. FERBER, Colonel, Chief Paymaster, China.

His Majesty's Treasury Office, Queen's Road, Hongkong.

Hongkong, 2nd December, 1903. [3331]

NOTICE.

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Manuscript Music (copied facsimile) a specialty.

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